

The Hongkong Telegraph.

WEATHER FORECAST
OVERCAST.
Barometer 30.08

(ESTABLISHED 1881.)

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March 24th, 1912. Temperature a.m. 56, p.m. 57; Humidity...82.

March 24th, 1912. Temperature a.m. 65, p.m. 71; Humidity...60.

9050 晚七十月二年丑癸

MONDAY, MARCH 24, 1913.

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TELEGRAMS.

THE BALKAN WAR.

MONTENEGRO'S REPLY.

Reuter's [Service to the "Telegraph."]
London, March 22.
Reuter's Vienna correspondent announces that Montenegro has refused to allow non-combatants to leave Skutari, though she promises that in the use of the force of the Montenegrin artillery will be directed only at the fortifications and not at buildings. This reply is considered as insufficient. The reply is equally unsatisfactory with reference to the other demands.
The despatch of an ultimatum is expected.

Action by Austria.

Austria-Hungary has notified the Powers that in view of the attitude of Montenegro and the position of the Catholic community at Skutari, she has decided to protest to Cetinje and to send a squadron to cruise along the Albanian coast.

Siege of Adrianople.

A message from Adrianople direct says that the town is holding out heroically. The forts are intact, and perfect order prevails. The authorities are distributing provisions.

Allies at Variance.

It is reported that dissension exists among the Allies, and that the Serbians exist are staying passively in their line.

Ambassadors Meet.

Contrary to expectation, owing to the development in the Balkan situation, the Ambassadors met Sir Edward Grey on Saturday afternoon. Diplomatic quarters are reticent regarding the meeting of the Ambassadors, but it is admitted that pourparlers of the greatest importance are progressing.

A prominent diplomat, interviewed by a Reuter's representative, said that all he could say was that a general settlement is in train and is expected every day, unless there is a hitch.

Greeks Seize German Steamer.

The Greeks have seized the German steamer Irmingard off Lemnos.

Austria and Russia.

The last Austro-Russian difference has been removed by Austria agreeing to the cession of Djikova to Serbia and Russia assenting, in return, to the inclusion of Skutari in Albania.

Serbia's Reply.

Reuter's correspondent at Belgrade states that Serbia has replied to the Power's communication, similarly to Bulgaria.

Peace Terms.

Reuter's correspondent at Sofia reports that the bases of the negotiations for peace, as laid down by the Powers, are:—Turkey to cede to the Allies all territories west of the Enos-Midia line, except Albania, the delimitation of which will be fixed by the Powers, who will also settle the future of the Aegean Islands; Turkey to abandon Crete; while the Powers veto the indemnity. They admit of the Allies being allowed to participate in the discussions of the International Commission to be held at Paris for an equitable settlement of their share of the Ottoman Debt and the financial charges of the districts ceded to them. Turkey will also participate in the Commission. Immediately these bases are accepted, hostilities must cease.

M. Gerscholtz, the Taegien Premier, has replied that he must speak the Allies.

TELEGRAMS.

THE BALKAN WAR.

AUSTRIAN ULTIMATUM.

Reuter's [Service to the "Telegraph."]
London, March 22.
Reuter's correspondent at Cetinje states that Austria-Hungary on Sunday presented an ultimatum to Montenegro demanding the cessation of operations at Skutari until all civilians have left, adding that in the event of non-compliance military force will be employed.
Reuter's Vienna correspondent says the semi-official Fremdenblatt states that Montenegro has telegraphed ordering strict inquiry into the alleged interference with the steamer Skodro, declaring that she will do all in her power to facilitate Austrian navigation at San Giovanni.

Montenegro contends that the priest at Djikova, alleged to have been assassinated, was a rebel and was shot while fleeing, but Austria insists on being represented the Archbishop of Pizrend at the Consular official inquiry at the spot.

EASTER AT HOME.

TERRIBLE WEATHER.

London, March 23.
The Easter holidays were ushered in with a hurricane of thunder and hail which created great havoc in London and on the coast.
The rain at Worthing was destroyed by the heavy sea.
Boats were floating in the streets of Hastings, where the tide ran up a quarter of a mile along the front. A traveler standing by all night long rescued the crew of 22 belonging to a French barque, which was being pelleted by pieces on the sands.

NAVAL PROMOTIONS.

TWO NEW ADMIRALS.

London, March 22.
Admiral Sir William Henry has been promoted to Admiral of the Fleet in succession to Sir Charles Frederick Hotham, who has retired.
Vice-Admiral Sir Percy Scott is appointed Admiral, Rear-Admiral F. S. Pelham Vice-Admiral, and Captain R. A. Allenby, Rear-Admiral.

STORMS IN U.S.A.

TREMENDOUS DAMAGE.

London, March 22.
Reuter's New York correspondent says storms in the Mississippi Valley damag'd many towns.
A tornado destroyed the town of Peachtree in Alabama, fourteen people being killed. Millions of dollars worth of property was destroyed in Indiana and Ohio.
A later message states that over 80 people were killed and 200 injured by Friday's storm. The wind in several places reached a velocity of 84 miles. Houses were levelled and the early crops were ruined.

RUSSIAN MILITIA.

TO BE CALLED OUT.

London, March 23.
Reuter's correspondent at St. Petersburg states that an Imperial Order called out the 1910 and 1912 classes of militia throughout the Empire, except Poland, for four weeks' training in 1913, the precise date not being specified.

TELEGRAMS.

FRENCH POLITICS.

THE NEW CABINET.

Reuter's [Service to the "Telegraph."]
London, March 22.
Reuter's correspondent in Paris says M. Barton has completed his Ministry. M. Pichon is appointed Minister for Foreign Affairs, M. Briand Minister for War, M. B. Minister for Marine, and M. Morel Minister for the Colonies.
Later, M. Ribot has accepted the portfolio of Minister for Foreign Affairs.

HUNGER STRIKING.

ANOTHER RELEASE.

London, March 22.
Miss Sylvia Pankhurst, who was committed to prison on the 18th February for winning a march, has been released in consequence of her continuous refusal to take food.

TELEGRAMS.

U. S. AMBASSADOR.

OFFER TO PROFESSOR ELIOT.

Reuter's [Service to the "Telegraph."]
London, March 22.
Professor Eliot, ex-President of Harvard University, has been offered the American Ambassadorship to London.
[Charles William Eliot L.L.D. is 79 years of age. He was educated at Boston Public Latin School and at Harvard, and studied chemistry and investigated educational methods in Europe from 1863 to 1865. Subsequently he held various appointments at Harvard and was President of that University from 1869 to 1909, in which capacity he won worldwide fame.]

FIGHTING IN SAHARA.

BIG FRENCH LOSSES.

London, March 22.
The Paris newspapers state that there were 60 killed, including five Europeans and thirty native soldiers, in the recent engagement in the Adrar country.

TELEGRAMS.

THE SYDNEY STRIKE.

GOVERNMENT'S ATTITUDE.

Reuter's [Service to the "Telegraph."]
London, March 23.
Reuter's correspondent at Sydney reports that the Cabinet has rejected the forty-eight hours a week proposal made by the ferry strikers and has decided to run a free service to the northern suburbs with Government boats.

OBITUARY.

MAJOR GENL. SIR F. CARRINGTON.

London, March 22.
The death is announced of Major-General Sir Frederick Carrington, K.C.M.G., K.C.B., at the age of 90.
[The deceased General was 68 years of age. Entering the army in 1864, he saw much service, chiefly in Africa. In the Basuto War in 1881, when he commanded the Colonial Forces, he was severely wounded.]

TELEGRAMS.

THE DEAD KING.

ENVOYS TO FUNERAL.

Reuter's [Service to the "Telegraph."]
London, March 22.
Prince Henry of Prussia will represent the Kaiser at the funeral of King George at Athens.
Admiral Sir Berkeley Milne is proceeding to Piræus on board H.M.S. Inflexible to attend the funeral.

Reuter's correspondent at Malta states that H.M.S. Defence is going to Brindisi to embark Prince Alexander of Teck, who proceeds to Athens to participate in the funeral of King George of Greece.

Admiral Sir Berkeley Milne has already left on H.M.S. Inflexible to attend the funeral.

The New King.

A message from Athens says that King Constantine, accompanied by the Queen, took the oath before the Chamber. Their Majesties received congratulations all the way back to the Palace. The King starts for Salonika this evening.

A ROYAL DEPARTURE.

DUKE AND DUCHESS OF CONNAUGHT SAIL.

London, March 22.
A message from Ottawa says that the Duke and Duchess of Connaught have left for England. They sail from Halifax to-day. Mr. Borden and members of the Cabinet bade him farewell. A body of military was also present.
London, March 23.
The Duke and Duchess of Connaught left Halifax yesterday. The Duchess stood the journey well, but looked slightly wearied.

THE TURF.

DUKE OF DEVONSHIRE RETIRING.

London, March 22.
The "Daily Telegraph" states that the Duke of Devonshire has decided to retire from the turf and sell his racehorse and breeding stud, as he is feeling the burden of the new taxation.

THE NAVY.

THE MANNING PROBLEM.

London, March 22.
The Admiralty has decided to allow pensioners of the Fleet and Reservists to re-enter the Navy and serve on surveying ships in Home waters. This is regarded as indicative of a difficulty in manning the Fleet.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

General Sir Frederick Carrington is dead.
The constitution of the new Federal Union is outlined in a telegram.
Dr. Eliot, formerly of Harvard, has been offered the Ambassadorship to London.
The basis of the peace negotiations laid down by the Powers are given in a telegram.

The 1910 and 1912 classes of Russian militia have been called out for four weeks' training.
Easter opened at Home with terrific weather, much damage being reported along the coast.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The last of the differences between Russia and Austria in the Balkan crisis have been removed.

The demand of the ferry strikers in Sydney for a 48-hour week has been rejected by the Cabinet.

Feeling the burden of taxation, the Duke of Devonshire is selling his racehorses and breeding stud.

The Ambassadors again met in London on Saturday, and pourparlers of great importance are taking place.

Latest telegraphic news from Adrianople says the town is holding out heroically against the bombardment.

Miss Sylvia Pankhurst, committed to gaol on February 18, has been released owing to a hunger-strike.

The new King of Greece has taken the oath, and, with the Queen, was given a great reception in Athens.

Terrible storms are reported from the Mississippi Valley, there being much loss of life and great damage to property.

Austria-Hungary has presented an ultimatum to Montenegro demanding the cessation of operations at Skutari until all civilians have left.

There is no clue to the attempted assassination of the former Chinese Education Minister, though it is believed to have originated in a political plot.

LOCAL.

Saturday's boxing is described in to-day's issue.

The seventh athletic meeting in connection with the Lusitano Recreation Club was held to-day at the Racecourse.

A special article on "Tennis Court Problems" appears in this issue and discusses the question of grass versus hard courts.

Local shipping circles will regret to hear of the death of "Daddy" Allen who was formerly Chief engineer on the S.S. Doric.

Mr. J. B. Donkin, who has been investigating Hongkong's food sources, speaks highly of the same in an interview published to-day.

The R.C.A. and L.H. D.O.L. met in the football shield semi-final on Saturday. The latter team won and meet the R.E.'s in the final.

DON'T FORGET.

TO-DAY.

Bijou 9.15 p.m.
Victoria Theatre 9.15 p.m.
TO-MORROW.
Bijou 9.15 p.m.
Victoria Theatre 9.15 p.m.
Tuesday March 25.
China Sugar Refining Co. meeting—noon.
Luzon Sugar Refining Co. meeting—12.15 p.m.
Sale of Crown Land, P. W. D. 3 p.m.
Wednesday March 26.
H.K. Club. Yearly General Meeting—5.15 p.m.
Saturday March 29.
Oxford and Cambridge Dinners.
R.H. Yacht Club. Reception.
United Services Reception Club. Annual General Meeting 8.30 p.m.
Thursday April 4.
The Chinese Opera Co. 1st meeting 7.30 p.m.

WE HAVE REMOVED.

OUR NEW ADDRESS

IS

No. 1, ICE HOUSE ROAD.

EMPEROR DOWAGER'S MEMORIAL SERVICE.

Continuous of Stream Foreigners and Chinese.

Peking, March 18.—There has been a continuous stream of foreigners and Chinese all day at the memorial service for the late Empress Dowager.

Visitors saw on the centrepiece of the marble bridge outside the Tiananmen a temporary pavilion of Imperial yellow silk decorated with white flowers and green stripes on the roof. The pavilion contains the Empress Dowager's portrait, fruit, and scepter. Here the general public, not possessing passes, performed sacrifices; while on the roadside vast crowds stood gazing, though few entered the pavilion.

Beautiful Decorations.

Passing through the Tiananmen and the Tansen, both beautifully decorated with flowered designs and scrolls enumerating the virtues of the deceased, visitors entered the second compound, passed over the central marble bridge and faced the Wumen, under the centre of which hangs the Empress Dowager's portrait, a beautiful example of Chinese art, extreme melancholy being depicted with sad-looking reality. In front of and beneath the gate is a small dragon throne, typifying the departed grandeur of both the Empress Dowager and the Manchu dynasty. The throne stands at the rear of the gate, the ceilings and sides of which are gorgeously beflowered and beflagged. In front of, and above, the dais were four characters signifying that the Empress Dowager was one among women fitted to rank with the two first great Chinese Emperors, Yao and Shun. On the right side and some yards distant from the dais was a yellow draped platform on which were monks and priests, whose solemn and impressive dirges alternated with the louder, but less penetrating strains of a Chinese band, similarly situated on the left side of the dais, which played appropriate selections from the great foreign masters.

A hymn welcoming the Luan is sung. The Master of Ceremonies comes forward in front of the tier and offers flowers and fruit. Subsequently the Master of Ceremonies accompanied by the representatives of the various bodies dismounts the Luan, with prayers and hymns.

Looking backwards from the Wumen one could see an interesting "concert" principally composed of Chinese and Manchus—men, women, and children—in resplendent attire, while groups of white-robed eunuchs were to be seen standing silent, almost as if in a trance, as though representing public participation in the funeral ceremonies of the last reigning adult of the Manchu dynasty on which they had fastened for ages.

Smart, polite police and soldiers directed the incoming and outgoing throngs by different routes. There was no crush, and the whole ceremony was decorous and impressive.

The Line of Monarchs. According to the right hand flight of steps of the Wumen was a constant stream of Chinese, Manchus, Mongols, Mahomedans and Tibetans, who, removing their head coverings, bowed before the portrait, bowed twice and passed on. Foreigners were directed leftwards, outside the line of monarchs.

The central figures on the dais were Prince Pailan, robes in white sheepskin and also the Mongolian Buddhist, who, with members of the Imperial family, addressed the throng, eulogizing the Empress Dowager, the birds men meanwhile standing silent. After a period for sacrifices the Master of Ceremonies led the representatives of the various bodies Northward to meet "The Luan" mythical bird from the North. Prayers were then repeated when the Luan had alighted.

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Hongkong, 1st Aug. 1912. [56]

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Hongkong, 1st Feb. 1912. [182]

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OUR CONTEMPORARIES.

South China Morning Post.

China and America.
At the same time there
something like a President
Wilson's sudden backing out of
the Loan negotiations. In this
connection we are forced to recall
the words spoken less than a
month ago by Mr. Tsung-Yuen-
Chang, the financial commis-
sioner at present in London. He
said: "China would gladly enter
into closer financial relations
with the United States; with no
other country more so." His
any secret move been made in
this direction? We have also to
remember that the United States
has striven by every manner of
means in recent years to count
not only the favour of Peking but
to open an exclusive field in China
for the surplus production of her
mills and factories. There is no
doubt something big behind the
President's statement but what it
is remains to be seen. Meantime
American banking facilities in
the Orient are to be improved by
new legislation.

Daily Press.

Japanese Politics.

The jealousy between the two
Services is extreme, and since
neither can claim superiority the
submission of one to the other is
impossible. It was on this rock
that the Satomi Cabinet foundered,
for while granting a fair
amount for extra expenditure
to the Navy, it endeavoured
to reduce the Army vote,
thus causing a revolt. The
present Ministry has granted a
small extra expenditure to the
Navy, but has been careful not
to bind itself to any definite
amount. As long as the present
regulation holds good—that the
Ministers of the two Services
must be officers of high rank on
the active list—so long will it be
difficult to restrain the ambitions
of the Army and Navy. This fact
is clearly seen by the Opposition,
which has been trying to get the
regulation modified, with what
success remains to be seen. It
is hardly probable that a Ministry
headed by an Admiral on the
active list will be inclined to
abolish the regulation, and it is
to be feared that anything less
than abolition will hardly satisfy
the party politicians, who have
all more or less pledged them-
selves to secure this reform. This
is another of the dangers before
the present Ministry which it will
have some difficulty in avoiding.

China Mail.

A proper consideration of the
facts would have shown the new
Administration that their decision
is altogether much too altruistic.
Their decision is, no doubt, a
mirable as a piece of sentiment
and doubtless is the result of the
Administration's sincere belief
that such a loan as is under con-
sideration might lead to a forcible
interference in the financial or
even the political affairs of a
great Oriental State just awak-
ning to a consciousness of its
power and obligations to its
people. No doubt it might, as it
ought to, in the case of any nation
that so far forgot its honour and
dignity as to neglect its obliga-
tions. China requires money
very badly at present, in her
"awakened" state, and she is
quite willing to accept it from
those best able to lend in large
sums and with due regularity.
She knows that such a transac-
tion involves the usual formalities
not only of her providing a good
security on her part as she can
find but the necessity of the lenders
letting it be clearly (and in
though merely by implication)
understood that they have the
power of their respective coun-
tries behind them in the case of
a breach of faith.

The Magistrate's Lot.
"Do you expect me to find a
one to feed the baby?" exclaimed
Mr. d'Eyncourt, the night porter
to a man who complained at the
Clarendon Police Court that his
wife had gone away and left him
with the baby, which she could
not feed. "I can't give the baby
the bottle," said Mr. d'Eyncourt.
"What extraordinary thing has
come to this court?"

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A Babe in Bohemia, by Frank D. Noy.
Th. Wrath of Man, by S. K. Hocking.
Lord Patworth's Daughter, by Florence Warden.
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The Harvest Moon, by Justus Miles Forman.
The Knight of Spain, by Bowen.
Child of Storm, by Rider Haggard.

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The Changing Chinese, by S. A. Ross \$3.40
A History of Japan, by Hisho Saito, Trans. by Elizabeth Lee \$1.00
Japan as I Saw It, by A. H. Exner \$6.00
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EUROPEAN CHARGED.

D ant Cross-examines
at Length.

The following is a report of the case in which John Lewis Bohan was charged before Mr. O. D. Melbourne, at the Police Court, on Saturday, with the theft and unlawful possession of a box belonging to the doctor employed on board the s.s. Dilwara. A short report of the case was given in Saturday's issue.

Defendant pleaded not guilty to each charge but said in reference to the second charge the property was "unknowning" in his possession.

L. S. Wills then outlined the case.

Defendant:—May I question the officer, Sir?

His Worship:—Well, the police are just outlining the case. They say what the evidence is against you, then they will call evidence to prove that. Whilst the witnesses are in the box, after each has finished, you can cross-examine.

Defendant:—There is a material discrepancy in the statement, your Worship, if they say I was placed in the second class and transferred when cholera took place.

Immediately on joining the boat I was placed in the first class. That is material difference.

The Surgeon on board the "Dilwara" said he first saw the defendant at Penang when he came on board as a passenger. When they came to Hongkong he had to go on the saloon deck to see the Port Medical Officer. He was away about ten minutes. On his return to the cabin he found his box had gone. One of the boxes produced in Court was his box. It contained his diplomas, some clothing, and some silver money (Rupees). The total value was about Rs 300. There was also his watch and watch chain.

L. S. Wills:—All recovered, your Worship.

Complainant, continuing, said he had no name or initials on his box. He saw the box three days ago and the prisoner, when in the custody of the sergeant.

Defendant:—I understand the ship is leaving at eleven o'clock.

L. S. Wills:—The ship has put back your Worship for this case. I have arranged with the company.

Defendant:—Your cabin is exactly how far from my cabin—what is your number and then you will be able to tell?

Complainant:—45.

Mine was 52?—I don't know.

Now, when I came on board was I under your treatment?

Yes, you were.

Did you ever come into my cabin?—No, I don't think so. Oh yes! one night I was in the cabin, the night you called on me.

How many trunks have you in your cabin?—This one and another—a harmonium box.

Had you on any occasion told me you had valuables in the trunk or anything like that?—No.

You have seen passengers leaving steamers before this occasion haven't you? (No answer) You have seen passengers leaving a boat before?

Yes, I have.

On such occasions are there any coolies to carry out their luggage and go through their cabins and take the baggage off board?—Yes.

His Worship:—What coolies? Defendant:—Sampans, coolies.

Your Worship: They have got the run of the ship whilst people are disembarking. Now, you were only ten minutes away from your cabin?—Yes.

How long do you think it takes a man to disembark? ten, fifteen minutes or half an hour?—I don't know.

I will leave it to you—take your own time. How long do you think it would take to engage a sampan, get coolies on board and get away from the ship?—That depends on the coolies.

May I suggest half an hour? That is a reasonable time I think, your Worship.

His Worship:—That all depends on his luggage.

Do you know I left the ship with another gentleman?—I do not.

Did you hear I did?—No, I did not.

Now, as a perfect stranger, and a coolie is a perfect stranger to the ship, is it possible for a coolie to enter the wrong cabin by mistake?—I don't know.

Now, you are a reasonable man, doctor; you have a diploma as a surgeon. Is it possible to go into the wrong cabin by mistake?—I don't know.

Well, I would like you to give an opinion then. When you joined the ship—the "Dilwara"—have you mistaken the way to your cabin by mistake?—No, never.

When you missed your trunk on board what immediate action did you take?

Witness went on to state that he searched the boats close to the ship and finally reported the loss to the authorities. He had also searched a launch.

Defendant:—What launch? Was it a B. I. launch or an hotel launch?—A steam launch.

What do you call a launch; a steam launch?—Yes.

Were there steam launches there that day?—Yes, four or five.

Now, to the best of your knowledge and belief, I won't place it further than that, there was no one but yourself aware that this box contained this property?—I beg your pardon?

To the best of your knowledge and belief there was no one on that ship who knew this box contained this property?—No, I don't think so. They knew there was a diploma, but not in which box.

Of course you had to show your diploma on joining the ship. When you lodged your complaint to the police did you say you had any suspicion where you thought the luggage had gone to?—Yes the boys told me that you went off with a gentleman.

That is just what I am getting at. You said just now you did not know that I went with a gentleman?—They told me afterwards that this luggage went off with a gentleman who was a second class passenger.

Who had taken away four or five trunks?—Yes.

When you came to Victoria House and you were brought into the room by the inspector (sergeant) and you recognised this box as your property, was it looked?—Yes it was looked.

When you opened this box did you find anything wrong with the interior of the box—anything missing or disturbed in any way?—In disorder, but nothing missing.

You accounted for that disorder by saying that it might have been done in transit.

His Worship:—Do you think the box had been opened?

Witness:—The contents were intact.

Defendant:—Is that a patent lock, is it a difficult lock to open or a simple lock?

His Worship:—Do you call this a difficult lock to open?

Witness:—Do you mean without a key?

Defendant:—A difficult lock to open without a key, to lend semblance to the fact that it might have been opened. There are a good many patents on the market that practically any key will open. Is it an expensive lock doctor?—No.

Lance Sergeant Wills said that he was informed of the missing box and after making enquiries he arrested the defendant. He did not know that the defendant was with another man.

Defendant:—When you made your enquiries did you not hear that I left the ship with another gentleman?

L. S. Wills:—I keep my enquiries to myself.

Defendant:—I am asking a question in Court, sir. I do not wish to ask anything unpertinent.

His Worship:—Did you hear if he left the ship along with someone else?

L. S. Wills:—So far as I can learn, your Worship, the two left.

Defendant:—said that when the officer came to him and pointed out the box as not being his he said that it was not his and must be Hendry's. He had been thinking all along that it was Hendry's. They left the ship together, and Hendry stopped to speak to some one he knew and the defendant proceeded to the Imperial Hotel, thinking that Hendry would follow him.

Hendry never came and he went to fix up rooms, taking the baggage with him. He had not seen Hendry since, though he expected to see him. He had known Hendry before they met on the ship, but he was not sure if the case was remanded, bail by mistake?—I don't know.

FAR EASTERN NAVAL SQUADRONS.

HIS BRITANNIC MAJESTY'S ON THE CHINA STATION.

Name	Class	Tons	Guns	H.P.	Commander	Reported at
Ajacirity	Despatch-boat	1,700	12	2,000	Comdr. G. L. Lamb	Hongkong
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. B. E. Prichard	Yangtze
Britomart	Gunboat	710	2	900	Lt.-Com. W. H. Darwell	Yangtze
Cadmus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
Cherub	Water tank and tug	390	—	800	Master H. Smith	Hongkong
Olio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Hongkong
Fame	Torpedo-boat destroyer	380	6	5,700	Lt.-Com. Wilkinson	Hongkong
Flora	2nd class cruiser	4,350	10	7,000	Capt. O. F. Corbett, M.V.O.	Shanghai
Handy	Torpedo-boat destroyer	293	6	4,000	Lt.-Com. F. G. Brinkenden	West River
Janus	Torpedo-boat destroyer	289	6	3,900	Lt.-Com. Bydnam Whetham	Hongkong
Kent	1st class cruiser	9,000	14	22,000	Capt. Allen T. Hunt, O.S.I.	Hongkong
Kinsla	River gunboat	616	4	1,200	Lt.-Com. H. Marryatt	Yangtze
Merlin	Surveying ship	1,010	—	—	Capt. F. O. C. Passo	Hongkong
Minotaur	1st class cruiser	11,600	—	27,000	Capt. G. C. Cayley	Hongkong
Monmouth	1st class cruiser	9,800	—	22,000	Capt. B. H. F. Bartlett	Hongkong
Moerhous	River gunboat	180	2	800	Lt.-Com. Alan Dixon	Hongkong
Nightingale	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Hongkong
Ottor	River gunboat	85	2	240	Lt.-Comdr. M. Murray	Yangtze
Ribble	Torpedo-boat destroyer	385	6	6,300	Lt.-Com. E. T. B. Chambers	Canton
Robin	Torpedo-boat destroyer	500	—	7,500	Lt.-Com. E. J. G. Mackinnon	Hongkong
Rosario	River gunboat	85	2	240	Lt.-Comdr. N. E. Archdale	Hongkong
Sandpiper	Depotship for Submarines	85	2	240	Lt.-Com. I. S. Hutton	Hongkong
Saipa	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Taka	Torpedo-boat destroyer	350	6	6,000	Gunner W. H. Hyler	Hongkong
Tamar	Receiving ship	4,650	6	—	Com. R. H. Anderson, O.M.G.	Hongkong
Teal	River gunboat	180	2	800	Lt.-Com. Hon. Guy Sceptor	Yangtze
Thistle	Gunboat	710	2	900	Lt.-Com. H. R. N. Ostrell	Dormer Yangtze
Uk	Torpedo-boat destroyer	500	—	7,500	Lt.-Comdr. Maxwell	Canton
Virago	Torpedo-boat destroyer	355	6	6,300	Lt.-Com. H. D. Adair-Hall	Hongkong
Welland	Torpedo-boat destroyer	590	—	7,500	Com. Symonds	Hongkong
Whiting	Torpedo-boat destroyer	360	6	5,900	Com. R. Neville	Hongkong
Widgeon	Gunboat	195	2	800	Lt.-Com. J. O. Barrett	Upper Yangtze
Woolcock	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunboat	150	2	500	Lt.-Com. Lloyd	Shanghai
O. 38,	—	—	—	—	Lt.-Com. Gifford Herbert	Hongkong
O. 37,	—	—	—	—	Lt.-Com. A. A. L. Foster	Hongkong
O. 36,	—	—	—	—	Lt.-Com. J. R. A. Gillingham	West River
T.B. 035,	—	—	—	—	Lt.-Com. H. H. Hillyer	Hongkong
T.B. 036,	—	—	—	—	Lt.-Com. Silenus	Hongkong
T.B. 037,	—	—	—	—	Lt.-Com. Nicol	Hongkong
T.B. 038,	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong

* Flagship of Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

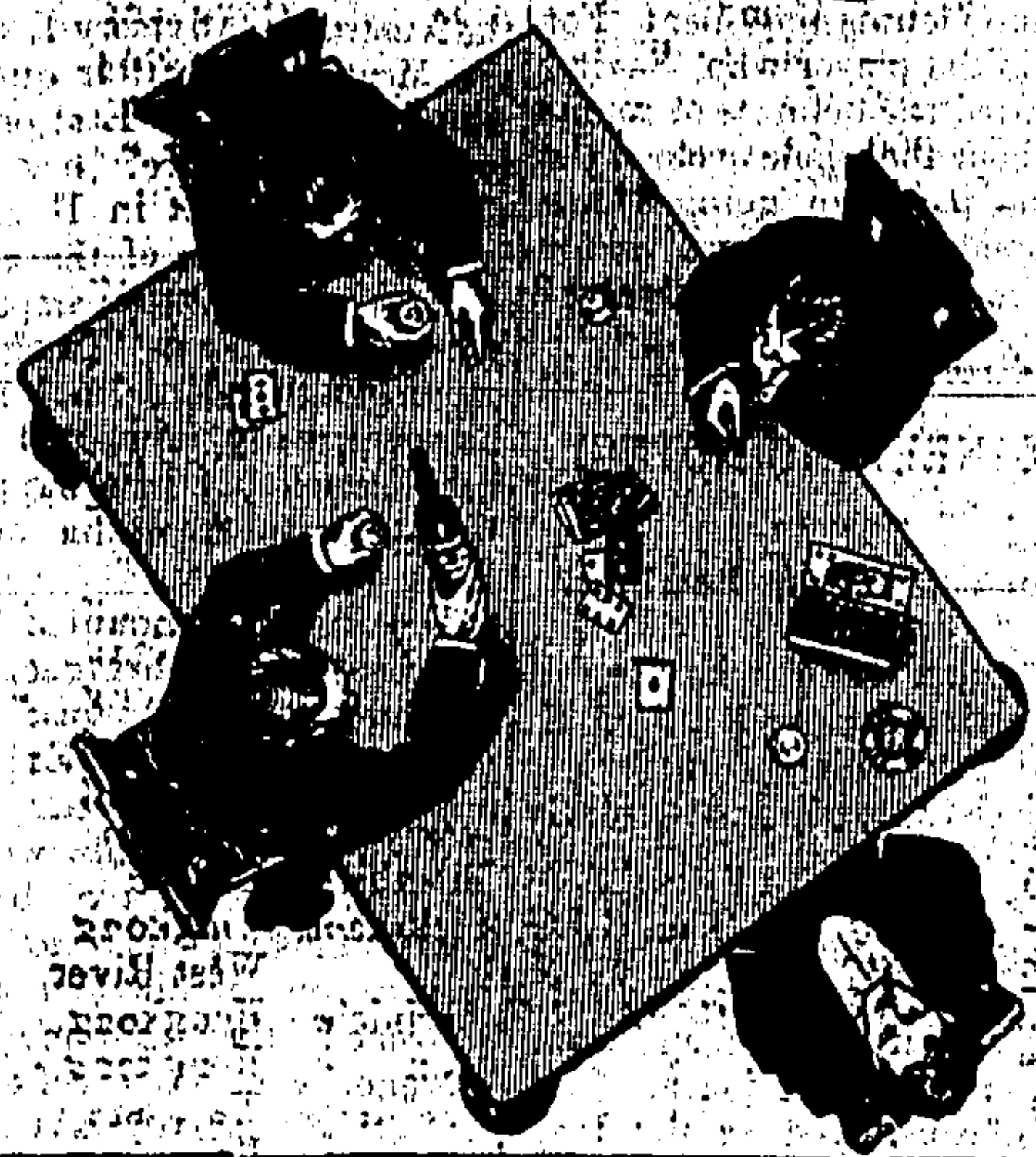
Kaiser Franz Joseph I	Armoured cruiser	4,000	45	8,000	Capt. Hauts	Shanghai
French.						
Dupleix **	Armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Kleber	Armoured cruiser	9,700	12	19,800	Capt. Gours	Hongkong
Decidee	Gunboat	645	10	1,000	Lieut. Vandier	Saigon
Argus	River gunboat	180	6	570	Lieut. Nordet	Canton
Vigilante	Gunboat	123	7	500	Lieut. de Jervillier	Canton
Peiho	Gunboat	130	—	—	Lieut. Collin	Tongku
Donard de Lagree, Gunboat		—	—	—	Lieut. Dupuy D'utemps	Tchongkin
** Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	Submarine	—	—	—	Lieut. Bolnix	Saigon
Protee	Submarine	—	—	—	—	Saigon
Styx *	Armoured gunboat	1,793	10	1,700	Lieut. Guillaume-Louis	Saigon
Fronde	Destroyer	350	7	303	Lieut. Auffas	Saigon
Liberville	Destroyer	—	—	—	Capt. de Frigate Rouisen	Hongkong
Pistolet	Destroyer	130	7	300	Comdr. de Marquessano	Saigon
Mousquet	Destroyer	307	6	300	—	Saigon
Manche	Surveying-ship	1,624	10	9,000	Com. Voisin	Saigon
* Flagship of Commodore Doussin, Commanding the local defence Indo-China.						
German						
Emden	Cruiser	3,300	22	13,500	Capt. v. Restorff	Swallow
Gneisenau	Armoured cruiser	11,800	36	26,000	Capt. v. Brunningshaus	Tientsin
Ilis	Gunboat	800	12	1,300	Comdr. v. Gohren	Shanghai
Jaguar	Gunboat	800	12	1,300	Comdr. Vanselow	Tientsin
Leipzig	Cruiser	3,350	22	11,000	Capt. Behncke	Tientsin
Lucho	Gunboat	800	12	1,350	Comdr. Bendemann	Tientsin
Nurnburg	Cruiser	3,400	22	13,200	Capt. Monsberger	Tientsin
Otter	River gunboat	—	—	—	Capt. Lieut. Frie	Yangtze
Scharnhorst	Flagship	11,800	36	26,000	Capt. Roising	Shanghai
S. 80	Torpedo-boat	400	8	6,500	Capt. Lt. Berrenberg	Tientsin
Taku	Torpedo-boat	280	4	6,000	Oblt. z. S. Claessen	Tientsin
Tiger	Gunboat	800	10	1,350	Comdr. Booker	Tientsin
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. Frhr. Speth v. Schilburg	Shanghai
Vaterland	River gunboat	223	4	500	Oblt. z. S. Prinz	Shanghai
Calabria	Italian cruiser	2,145	—	—	Com. Sommi Picenardi	[Shanghai]

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A-4	"	—	—	—	Lieut. E. D. McWhorter	"
A-6	"	—	—	—	Ensign J. U. Van de Carr	"
A-7	"	—	—	—	Ensign C. M. Yates	"
Albany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising
Bainbridge	Torpedo-boat des.	420	7	8,000	Ensign H. M. Jones	Cruising
Barry	Torpedo-boat des.	420	7	8,000	Lieut. R. Hill	"
Callao	Gunboat	243	8	250	Ensign W. L. Heiberg	Canton
Chauncey	Torpedo-boat destroyer	420	7	8,000	Lieut. F. J. Fletcher	Cruising
Cincinnati	Protected cruiser	3,183	11	10,000	Com. S. S. Robinson	Cruising
Dale	Torpedo-boat destroyer	420	7	8,000	Lieut. C. A. Woodruff	Cruising
Decatur	Torpedo-boat destroyer	420	7	8,000	Lieut. B. H. Green	"
Eleanore	Gunboat	620	4	600	Lt. Com. V. S. Gannon	Shanghai
Helena	Gunboat	1,392	8	1,830	Com. G. B. Maxwell	Shanghai
Mohican	Station ship	1,900	6	1,900	Lieut. B. V. Lowe	Cruising
Monadnock	Monitor	3,990	6	3,000	Lieut. E. P. Sizer	Olongapo
Monterey	Monitor	4,084	4	5,277	Com. J. V. Chase	"
Pampanga	Gunboat	243	8	—	Lieut. B. B. Taylor	Cruising
Piscataqua	Sea going tug	854	2	1,600	Lieut. S. W. Wallace	Canton
Pompey	Repair ship	3,085	—	—	Lieut. W. O. Wallace	Cruising
Quiro	Gunboat	350	12	208	Lieut. J. J. Hannigan	Shanghai
Rainbow	Cruiser	4,380	18	1,800	Lt. Com. D. W. Warrenton	Sewastopol
Saratoga	Gunboat	243	8	250	Lieut. G. O. Dronahall	Shanghai
Semora	Cruiser	8,115	14	17,000	Commander H. A. Wiley	Sewastopol
Villalobos	Gunboat	370	9	208	Lieut. E. Dur	Shanghai
Wilmington	Gunboat	1,392	8	1,894	Commander J. F. Harbord	Hongkong
Wompatuck	Tug	432	—	650	Commander F. E. Radford	Olongapo
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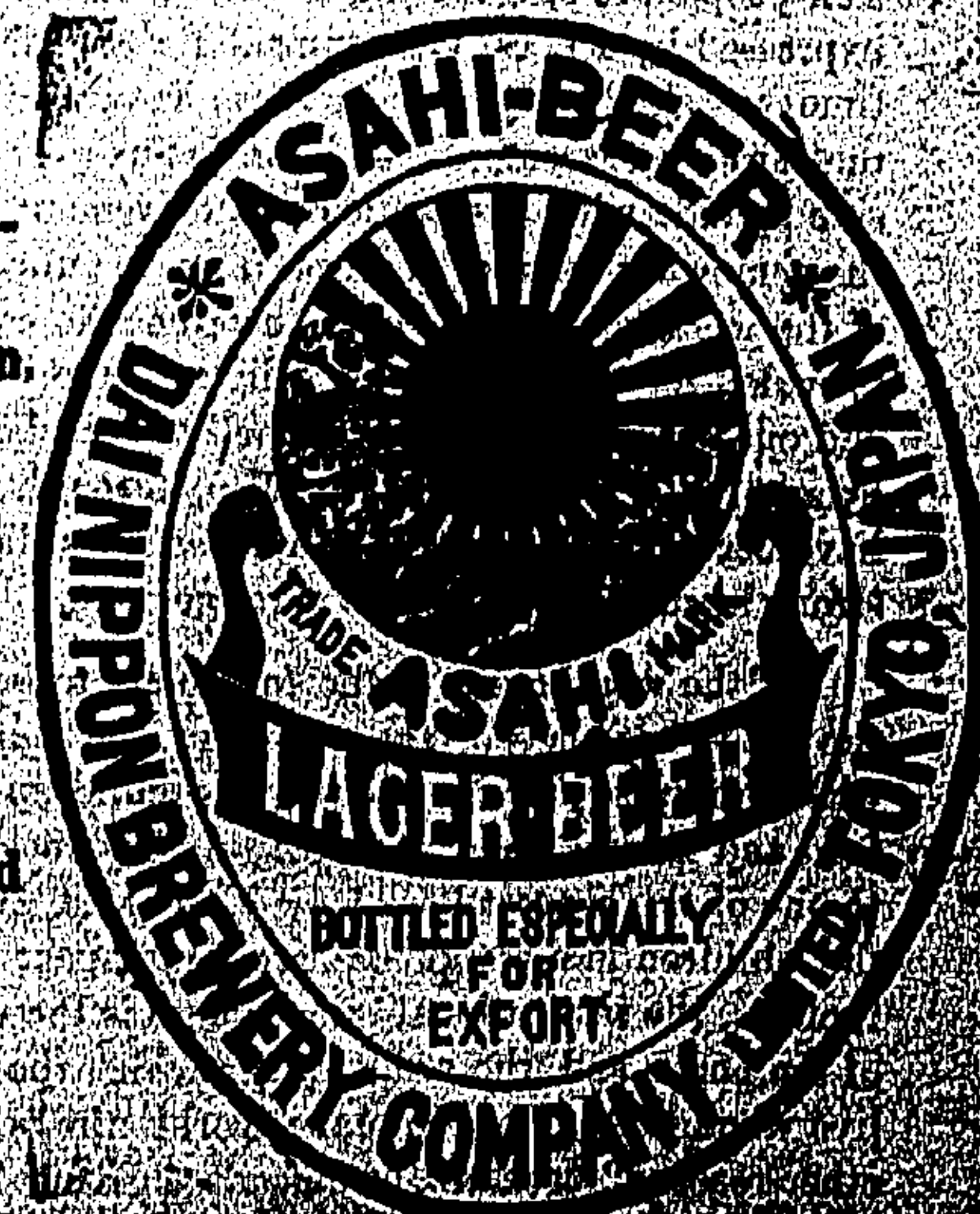
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The Hongkong Telegraph.

HONGKONG, MONDAY, MARCH 24, 1913.

WORKHOUSE REFORM.

The workhouse system in England has in its day been subjected to most searching criticism, but there can be no denying the statement that, with all its faults, it has accomplished much good in innumerable cases where help to the deserving pauper has been concerned. Prior to the passing of the Poor Law Amendment Act close on 70 years ago, the greater number of workhouses—and there was then one in every parish—were little other than nurseries of idleness, ignorance and vice. Since those days, however, the poor law authorities have instituted wholesale and very far-reaching reforms, and it is generally conceded that the workhouse of to-day is a better managed and better disciplined institution than ever it was, while much good has been accomplished by a discriminating classification of the various types of inmates—the vagrant, the idle, the sick and the indigent.

At the present time, however, there is a new factor at work which must surely have a not inconsiderable influence on the workhouses of the future. Largely in consequence of the legislation of recent years, there has manifested itself a tendency for the better-class paupers to leave these institutions. The granting of Old Age Pensions very naturally drew away large numbers of workhouse inmates who would rather live in the humblest of homes than make out an existence as "poor-house paupers", with all the stigma that attaches to the name. Now we read that the better class of sick people are also leaving the workhouses, and the view has been expressed by a Local Government Board Official that in a few years time we shall only find in these institutions an aggregation of undesirable characters. This brings us to the point that there is, side by side with this tendency, a movement rapidly spreading for the removal of pauper children from the uncouth surroundings of the workhouse and their transference to cottage homes specially provided for them by the Guardians of the Poor. It is a wise step, and one which will commend itself to everybody who has a spark of sympathy for these little ones who, through no fault of their own, have become a charge on the rates. Public opinion is, indeed, strong in support of the new arrangement.

If the workhouses of the future are to be what is predicted—the gathering place of the work-shy and the vicious—it obviously will be no place for the unfortunate children who at present find food and shelter under its roof. As has recently been pointed out to one of the biggest Poor-Law Unions at Home, even supposing the children in a workhouse are kept apart from the rest of the inmates, the institutional atmosphere is the exact opposite to that of the home, and the ordinary life which the juveniles will have to live when they go out into the world afterwards. For these (and other reasons) the commendation must be given to the scheme of providing separate and more homely quarters for the pauper children. It should be possible to preserve something of the wider life in the outside world.

A Bad Sign.

We are afraid that more than passing significance is to be attached to the attempted assassination at Nanking of the former Minister of Education, announced exclusively in Saturday's "Telegraph." Just now China has in hand the difficult question of evolving a new Constitution and, moreover, on the eve of an event of outstanding importance—the election of a President—and it will be observed from a special cable appearing to-day, that the plot under note had its basis in resentment at the attitude of the ex-Minister in connection with these matters. When the Manchu dynasty was tottering to its fall, bombing incidents were not uncommon, witness the fate of two successive Tartar Generals in Canton in 1911. But the then unsettled state of the country, and the bitter anti-Manchu feeling which prevailed, were sufficient explanation of incidents like these, terribly repugnant though they were. No such circumstances can be quoted in extenuation of this latest attempt on a prominent statesman of the new Republic. It will be a sorry development if party feeling under the new regime is to go the length of the wilful taking of life. If the Chinese Republic is to be what its well-wishers desire it should be, then anarchy must be nipped in the bud.

The Holidays.

The Easter holidays have not been graced by the best of weather, but the hot stickiness of a week ago has, happily, been absent. There was a distinct bite in the air this morning—the thermometer at the Upper Peak Tramway Station registered 45—but better a brisk, if cold holiday than one humid and oppressive. Like most holidays in Hongkong, Easter has passed very quietly. In the nature of things, that is inevitable. Except for a trip to Canton and Macao there is little to do during a holiday, and the man who has made these trips several times is no longer attracted by them. Quite a number of Canton residents spent the week-end in the Colony, and, if things seemed a bit slow to Hongkong residents, no doubt they were an air of liveliness for dwellers on the Shamshu. Contrast is everything in a matter of this kind, but all the same Hongkong is a mighty slow place during a holiday season.

"Westward Ho!"

According to the Home papers, the Catholics of Glossop are refusing to pay their education rates until Kingale's "Westward Ho!" is withdrawn from the list of books used in the local schools. "Westward Ho!" is one of the oldest adventure stories ever written; a book in which any British boy would naturally revel; but we should have thought that it ought scarcely to find place as a school book. The historical novel, if it is to be of use from an educative point of view must, before all things, be accurate on all vital points. Unfortunately, despite its many merits, we know of no historical story, by any recognised writer, that so deliberately trifles with facts as does "Westward Ho!" Kingale's religious prejudices amounted to mania, and we think that parents can scarcely be blamed for refusing to allow their children to be taught such narrow-minded balderdash as he chose to palm off on the world as "history."

EASTER SERVICES.

Yesterday the Easter Services in St. John's Cathedral were well attended, from the celebration of Holy Communion in the morning, up to evensong. The interior of the church was choicely decorated with ferns, palms and white flowers. In the morning Smart's "Te Deum" in F was sung, also the anthem "Author of Life Divine" by F. Adam. The music in the evening included Stainer's "Magnificat" and Nunn's "Dimitte" in E flat. Handels' "I know that my Redeemer liveth" and Elgar's "Te Deum" which was sung at the end of the service as an act of special thanksgiving. In the morning the Bishop of Victoria was the preacher, and in the evening the Rev. V.H.C. Moyle, chaplain to the cathedral.

DAY BY DAY.

We need knowledge more than wisdom.

The Mails.
Siberian Mail.—Despatched per s.s. Chonan at midnight on Saturday.

French Mail.—Closes per s.s. Nera at 11 a.m. to-morrow.
American Mail.—Closes per s.s. Mongolia at noon to-morrow. (The s.s. Nile, to depart on the 31st, arrives in San Francisco prior to the Mongolia.)

French Mail.—Arrived per s.s. Ernest Simon this afternoon.
Siberian Mail.—Closes per s.s. Ernest Simon at 4 p.m. to-morrow.

A Nippy Morning.
The thermometer at the Peak registered 45 this morning.

German Mail.
The German Mail of the 19th February was delivered in London on March 20.

Flower Stealers.
Two flower stealers were fined \$7 each or in default fourteen days, by Mr. F. A. Hazelland, at the Police Court, this morning.

Water-logged Sampan.
The Danish steamer Tranquebar, which arrived in port on Saturday, reports having sighted on Thursday, in the Formosa Channel, a water-logged sampan, having no occupants.

Land Sale.

The sale is to take place at the P.W. D. offices on 7th April of 270,000 sq. ft. of land, in two lots, on the ridge east of Happy Valley. The total annual rent is \$1,802 and the upset price \$27,900.

A Large Passenger List.

The s.s. Mongolia leaves port to-morrow with an exceptionally large passenger list, over 250 names being on the list. These include the Dutch Minister to Siam, and the Right Reverend Fallows.

Dr. Marriot Leaving.

Dr. Marriot, who has been staying in Manila, and who returned by the Rabi, leaves by the s.s. Mongolia, for Home on leave, via America, to-morrow. He had intended to journey to Yokohama by the Nile and join the Mongolia there, but as the Nile does not call at Manila this trip, his plans had to be altered.

Alleged Unlawful Possession.

At the Police Court, this morning, before Mr. F. A. Hazelland, four men were charged with being in unlawful possession of a large quantity of pearl ornaments, valued at about \$1,500, at West Point. As the owner of the property has not been found, a remand until Thursday next was granted. Mr. J. H. Gardiner defended.

New Ordinances.

His Majesty the King has not been advised to exercise his power of disallowance with respect to an Ordinance to provide punishment for certain persons found guilty of adultery or of harboring Chinese Married Women; and an Ordinance for effecting the final revision of the Ordinances of the Colony from 1844 to 1912 inclusive before incorporating them in the New Revised Edition of the Laws of the Colony.

Cable Interruption.

Mr. J. C. Gough, acting superintendent of the Great Northern Telegraph Co., informs us that both Shanghai and Nagasaki cables are temporarily interrupted. The cable is, however, on the place of interruption and restoration may be expected anytime. Traffic to and from Japan circulates via Formosa subject to considerable delay, or may be forwarded via Kiachia-Wladivostok at \$1.85 per word.

New Appointments.

His Excellency the Governor has made the following acting appointments during the absence on leave of Mr. Justice Gompertz or until further notice:—Mr. Joseph Horsford Kemp, Crown Solicitor, to be Puisne Judge; Mr. Paul Mary Hodgson, Assistant Crown Solicitor, to be Crown Solicitor; Mr. George Albert Woodcock, First Clerk, Magistrate, to be Assistant Crown Solicitor; Mr. Robert Hornum, Kotewall, to be First Clerk, Magistrate; Mr. R. H. Kotewall, to be a Justice of the Peace for so long as he shall hold the office of first clerk in the Magistracy.

TENNIS COURT PROBLEMS.

Some Observations on Grass Lawns v. Hard Courts.

[SPECIAL ARTICLES].

To the lawn tennis enthusiast it is one of the advantages of living in Hongkong that he can indulge in the game from January to December practically without intermission. At Home the coming of October is looked upon in the tennis world as something in the nature of a tragedy. Courts are closed up and the racquet is reluctantly put away in its press, not to be taken out again until May or June. Even in Shanghai and other Northern settlements winter is the "close season" for the tennis-man. But there is never an advantage without its corresponding disadvantage, and in Hongkong there is the problem of the proper upkeep of courts always to be faced by Club officials. It is in the long dry season that the care of the lawns becomes most acute; then is the time when it goes hard with the Club which has not a ready and ample supply of water to keep the turf in good green condition. There is, of course, always the alternative of laying down hard courts, and here we come into contact with the much-debated question of the relative merits of the two kinds of courts.

Is the Lawn Doomed?

Hard courts in Hongkong are mostly to be found attached to private residences, but there are not a few Clubs in the Colony who have turned to asphalt or cement, not wholly, but in supplement of the grass lawns. It is a sign of the times, too, that in the case of a newly-organised club here it is contemplated laying down three hard courts and one of grass. And the sole reason is to avoid the continuous worry and expense of keeping turf in fit condition. If we turn to tennis at Home, the movement in favour of hard courts will be found to be making surprising headway. Some players even declare that the English tennis lawn is doomed. Grass is now held to be suitable practically only for croquet and afternoon tea. Players want sand, or concrete, or asphalt, so that they may play in wet weather and in winter as well as summer. Lawn tennis is said to be dying. Sand tennis is hailed as the coming game. It will surprise many to know, in this connection, that hundreds of hard courts are now being put down in England every year. One Company alone, as it is reported, is building 100 courts a year, and there are several other Companies working on a similar scale.

Pros and Cons.

We in Hongkong scarcely marvel that there should be this new development at Home. The fluky English summer, and the dull, drab, wet days of winter constitute a sufficient explanation. Moreover, no matter how much labour is spent in endeavouring to get turf in its best condition, the result is a surface which is spoilt, so far as play is concerned, by a shower of rain, and nearly killed by a month of sunshine. When we come to weigh up the relative merits of hard and soft courts, there is much that might be said for both. Some players—and there are plenty of them in Hongkong—would not look at cement or asphalt. There is also the opposite school who would scorn grass. At its pampered best nothing can beat the soft carpet of well-kept green turf. But the hard court is far and away superior to the poor-conditioned, worn-out lawn. Above everything, it is deadly true, and for the man who likes the hard, fast game, nothing is better. On the whole, however, so far as local conditions are concerned, the grass lawn, best meets the circumstances and ought never to be absolutely ousted from popularity. It is more troublesome to keep in order, true; but is far less tiresome to the player in the hot, scorching days of summer than any of the hard surfaces. And most of our tennis here is played in warm weather.

Winter Tennis.

We may look, however, with a degree of sympathy on the new movement at Home. One thing it should do is to popularise tennis as a winter game. For, in op-

position to outside opinion, tennis is one of the finest cold weather games one can take up. On the chilliest day a few brisk rolls at lawn-tennis will warm up anyone. Hongkong will surely wish good-bye to this all-the-year-round tennis movement. For where is the player who, having once tasted the delights of tennis throughout the whole cycle of the calendar, would on going Home be content with a mere season of four months out of the twelve?

ENGINEERING NOTES.

Engine and Turbine Bearings.

In a paper before the Rugby Engineering Society Mr. J. O. K. Barry dealt with the subject of high-speed bearings, particularly turbine bearings. The steam turbine presented a new bearing problem to engineers. The constancy of its loading and the rotational speeds of the journal were quite unconsidered in the logic and experience by which the ordinary steam engine bearing had been designed. The constancy of the loading, both as to amount and direction, made it of vital importance to select the correct place, or one of the reasonable places, for the admission of the oil. It does not do, for instance, to feed oil to a turbine bearing within the area of considerable pressure. In a reciprocating engine bearing, on the other hand, the loading alternates, and if the oil cannot find admission on the one stroke it probably will on the other, although the action may not be perfectly efficient. This raises the question of oil grooves. Most engine and turbine builders still cut oil grooves in their bearings and occasionally in their shaft journals. Oil grooves require to be carefully designed, or they may do more harm than good, for an oil groove is not only a way in for the oil, it is also a way out. They are of most service where the pressure alternates or where, being constant, the positions of the grooves have been very carefully laid out along lines of comparative absence of pressure, and with such slope and direction, as aided by well bevelled edges, as to facilitate the drag of the oil into the pressure portions by the rotation of the shaft.

One of the fixed canons of ordinary steam engine bearing design is that there is a certain intensity of pressure, varying with the nature of the bearing, which should not be exceeded. In turbine design that canon is seldom recognised. There is, on the other hand, a canon that the pressure multiplied by the velocity should not exceed a certain constant; but during recent years the value of the constant has steadily risen so that the rule ceases to have any logical basis, although providing a useful empirical way of checking bearing proportions when the value of the so-called constant is known for the particular conditions. The full discussion of these problems is too big a matter for a short note, but the following considerations have played their parts. Steam engine bearings were first designed and rules of design established before the days of forced or other continuous lubrication supply. Frequently the oil in the bearing became deficient in quantity, and under such conditions the rate of heating up was increased and the risk of serious metal contact between the shaft and the bearing considerable. Such contact was clearly largely influenced by the squeezing out of bearing pressure, and this latter had, therefore, to be kept within certain limits. With continuous lubrication, such as obtains in almost all turbine bearings, the danger of squeezing out and resultant overheating due to a deficiency in the oil supply practically ceases; and the pressure or squeezing out limitation vanishes with it for all reasonable purposes. The lubrication of the bearing now becomes a problem in hydraulics and heat. The heat generated is now a function of the viscosity of the oil film. The temperature attained, which is the real danger signal, depends upon the heat generated and the means for efficiently getting rid of it. Bearing pressure, as an aid to lubrication, is only a means to an end.

A POSITIVE REVELATION.

Australian Expert's Praise for the Dairy Farm.

Mr. J. B. Donkin, a member of the Australian Advisory Board on the Meat and Abattoir question, who is touring the East on business and pleasure, has spent about a fortnight in Hongkong inspecting certain of the sources of food supply at the disposal of the Colony. To a "Telegraph" representative Mr. Donkin said he was greatly interested in the development of the supply of foodstuffs to Australia and the East.

Detailing the amount of Australian meat that was being sent to the Orient, Mr. Donkin remarked that the Queensland Meat Export Co., supplied the United States Government in Manila, with over six million pounds of beef last year. This was deposited in cold storage in Manila, and he was informed that that method of storage was so excellent that not a single quarter was condemned. Turning to Hongkong's cold storage, Mr. Donkin said that he was very much struck with it. It was of a very large capacity, and he was informed that the s.s. Cleveland was supplied, while last in port, with five tons of poultry and three tons of game.

In Hongkong itself he looked with astonishment on what the civil population had done, in connection with securing a whole new food supply for the city. The Dairy Farm was a positive revelation. Five hundred cows were milked there daily, and the establishment was a synonym for cleanliness, and, when it came to be recognised that the food given to the animals it had to be sterilised first, it would be understood, he maintained, what a large task the Dairy Farm had before it. Besides the cattle, three thousand chickens and 700 pigs were also fed.

"It is one of the best put up fights against nature that I have come across," said Mr. Donkin.

Although Mr. Donkin found things in Hongkong which greatly surprised him, including the size of the buildings, etc., he did not care to see women working in the streets. He pointed out that women were to be seen daily carrying loads of 40 bricks at a time, up the steep roads to the Peak. If these bricks were up to standard, each load was one of 300 lbs. and Mr. Donkin could not but be surprised that they were allowed to do such work.

Another trite observation was: "I don't know where you are going to get it from, but I think you ought to get a dispensation from observing the fourth commandment as regards the stranger within the gate." He was referring to the amount of Sunday labour that was performed in this portion of a Christian Empire.

HIS EXCELLENCY'S VIGILANCE.

A man who was charged with being in unlawful possession of flowers, was fined \$7 or in default fourteen days, by Mr. F. A. Hazelland at the Police Court, this morning.

We have been informed that His Excellency the Governor was walking along Bowen Road yesterday along with Capt. R. A. D. O., when he noticed a man with a bundle of azaleas, which had evidently been stolen. His Excellency had the man arrested.

LOCAL SPORT.

Football: Shield and Final.

In the semi-final in the Hongkong Football Shield Competition, which was played on Saturday afternoon at the Happy Valley, the H.C.A. lost to the I.C.H. B. 1-0. D.C.L. after most interesting game, won 2-0. R.F.A. opened the scoring and in fact led all half-time by one goal to nil. Clarke scoring from a goal centre by Polo, who had nearly away from a throw in. The two goals for the I.C.H. were scored by Wilson and Newbold. Mr. W. W. Eger officiated as referee.

As a result of the match, the final will be between two military teams, the I.C.H. D.C.L. having to meet the R.F.A. in the final.

BOXING.

A POLITICAL PLOT.

A supposed letter from the assassin saying he intended to kill Hwang Heing is regarded as bluff, as mist he would be impossible were the two men once seen.

The Annual Athletic Meeting.

Bicycle: No. 2 miles. h
 dleap:—1. Mr. F. Remedios,
 earl: 2. O. Van, 5 yards. T
 A. Van, 5 yards.

the winds, but later, measuring

This contest did not lend itself to much description as there was little boxing witnessed. After

for a moment. This had the effect of stirring him to business.

A brother, Thomas Allen, lives in the Isle of Man, Seattl



A TRAP AVOIDED.

White Slave Agent at a Bazaar.

been mostly engaged on migrant traffic on the Austral

about six tons of Penang was for the Kuala people every trip.

A brother, Thomas Allen, lives in the Isle of Man, Seattl

The Cup—Fourth Round.

William Stanley Allen, of former
the local agent in Hongkong for
the Sperry Flour company.

...lived in the late 18th, early 19th

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London, Liverpool, Glasgow and Belfast.

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TO WARD.	HOMEWARD.
For Hamburg, Bremen & Antwerp: S.S. SILESIA ... 26th March.	For Hamburg & Bremen: S.S. SILESIA ... 26th March.
For Hamburg, Bremen & Antwerp: S.S. SCHWABEN ... 28th March.	For Hamburg & Bremen: S.S. SCHWABEN ... 28th March.
For Hamburg, Bremen & Antwerp: S.S. SITHONIA ... 28th March.	For Hamburg & Bremen: S.S. SITHONIA ... 28th March.
For Hamburg, Bremen & Antwerp: S.S. SILESIA ... 15th April.	For Hamburg & Bremen: S.S. SILESIA ... 15th April.
For Hamburg, Bremen & Antwerp: S.S. SILESIA ... 15th April.	For Hamburg & Bremen: S.S. SILESIA ... 15th April.
For Hamburg, Bremen & Antwerp: S.S. SILESIA ... 15th April.	For Hamburg & Bremen: S.S. SILESIA ... 15th April.
For Hamburg, Bremen & Antwerp: S.S. SILESIA ... 15th April.	For Hamburg & Bremen: S.S. SILESIA ... 15th April.
For Hamburg, Bremen & Antwerp: S.S. SILESIA ... 15th April.	For Hamburg & Bremen: S.S. SILESIA ... 15th April.
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European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Don of Crombie	J. M. & Co.	31 March, about
London and Antwerp via Singapore, &c.	Nankin	P. & O. Co.	2 April, about
London and Antwerp via Singapore, &c.	Silesia	H. A. L.	25 March
London and Antwerp via Singapore, &c.	Schwaben	H. A. L.	28 March
London and Antwerp via Singapore, &c.	Sevilla	H. A. L.	18 April
London and Antwerp via Singapore, &c.	Spezia	H. A. L.	15 April
Marseilles, London and Antwerp	Den of Glamis	J. M. & Co.	30 April, about
Marseilles, London and Antwerp via Singapore, &c.	Miyasaki Maru	N. Y. K.	26 March, about
Marseilles, via Saigon, S'pore, C'bo, Port Said	Nera	M. M. Co.	25 March
Mexico, Peru and Chili via Japan	Bayo Maru	T. K. K.	23 April
(U.K. & Continental Ports)	Glenloga	S. T. & Co.	Middle of March
Prieste, Fiume, Venice via Singapore, &c.	Austria	S. W. & Co.	7 April, about
Rottterdam, Bremen, Hamburg, & Antwerp, &c.	Sachsen	H. A. L.	13 April
Naples, Genoa, Algiers, Gibraltar, S'pore, Manila	Yorck	M. & Co.	1 April

New York, San Francisco and Canada.

New York	Shimoda	D. & Co.	25 March about
New York via Suez Canal	Welsh Prince	A. K. & Co.	12 April
Boston & New York via Ports & Suez Canal	Inverclyde	N. T. & Co.	2 April, about
San Francisco via Shanghai and Japan, &c.	Mongolia	P. M. Co.	25 March
do do do do do	Nippon Maru	T. K. K.	1 April
do do do do do	Nile	P. M. Co.	31 March
San Francisco via Manila & Japan, &c.	Panamá Maru	O. S. K.	2 April
Victoria, B.C., and Tacoma via Shanghai, &c.	Hurpurg	J. M. & Co.	10 June, about
Victoria, Vancouver, B.C., Seattle	Awa Maru	N. Y. K.	25 March
Victoria, B.C., and Seattle via Shanghai, &c.	Sithonia	H. A. L.	28 March
Vancouver B.C. and Portland (Or.)	Empress of India	C. P. R. Co.	5 April
Vancouver via Shanghai and Japan, &c.	Empress of Japan	C. P. R. Co.	2 April
do do do do do	Flintshire	J. M. & Co.	5 April, about
Vancouver, Seattle, Tacoma & Portland, &c.	Monmouthshire	J. M. & Co.	27 June, about

Australia.

Australian Ports via Manila	St. Albans	G. L. & Co.	29 March
do do do do do	Yawa Maru	N. Y. K.	9 April

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroem	J. C. J. L.	Quick despatch
do do do do do	Tjimahi	J. C. J. L.	Quick despatch
Kudat and Sandakan	Borneo	M. & Co.	Beginning of April
Singapore and Calcutta	Sulung	J. M. & Co.	24 March
Singapore, Penang and Calcutta	Kuting	J. M. & Co.	27 March
Singapore, Penang and Rangoon	Muttra	J. M. & Co.	7 April
Bombay via Singapore & Colombo	Kamakura Maru	N. Y. K.	31 March
Japan	Tjiliwong	J. C. J. L.	Quick despatch
Kobe and Yokohama	Kitano Maru	T. K. K.	27 March
do do do do do	Coblenz	M. & Co.	1 April, about
do do do do do	Hirano Maru	N. Y. K.	27 March
do do do do do	Prinz Sigismund	M. & Co.	20 April, about
Yokohama and Kobe	Fulda	J. M. & Co.	29 March
Yokohama and Kobe via Shanghai	Austria	S. W. & Co.	1 April, about
do do do do do	China	S. W. & Co.	31 March, about
Manila	Loongsang	J. M. & Co.	20 March
Manila Cebu and Iloilo	Taming	B. & S.	25 March
Manila, Mangarin, Iloilo and Cebu	Rubi	S. T. & Co.	27 March
do do do do do	Zafro	S. T. & Co.	7 April
Swatow, Amoy and Foochow	Haitan	D. L. & Co.	25 March
do do do do do	Haivang	D. L. & Co.	28 March
Foochow via Swatow and Amoy	Kaiji Maru	O. S. K.	20 March
Anping and Takao via Swatow and Amoy	Sepu Maru	O. S. K.	2 April
Haiphong	Singkiang	B. & S.	27 March
Hienwin	Kueichow	B. & S.	27 March
Nagasaki, Kobe and Yokohama	Nikkō Maru	N. Y. K.	9 April
Shanghai and Moji	J. Lunga	D. S. & Co.	15 April
Shanghai, Kobe and Yokohama	E. West Simons	M. M. Co.	24 March
do do do do do	Sithonia	H. A. L.	28 March
Shanghai Moji and Kobe	Kyōchi Maru	N. Y. K.	20 March
Shanghai, Moji, Kobe and Yokohama	Nore	P. & O. Co.	20 March, about
Shanghai, Yokohama, Kobe and Moji	Japan	A. N. & Co.	24 March, about
Singapore	Tjilatjap	J. C. J. L.	Quick despatch
do do do do do	Tjibodas	J. C. J. L.	Quick despatch
do do do do do	Tikini	J. C. J. L.	Quick despatch
do do do do do	Koerhor	S. W. & Co.	29 March
do do do do do	Assaye	P. & O. Co.	27 March, about

Yellow Labour in Russia

Many representatives of public trading and industrial organizations and laborers held a large meeting in Vladivostok recently to discuss a protest by thirteen members of the Vladivostok Chamber of Commerce against the prohibition of yellow labor in the Russian Far Eastern provinces. The meeting unanimously resolved to telegraph to the President of the Council of Ministers and also to the Governor-General of the Russian Far Eastern province that the adoption of the protest, which was made by a few members of the chamber, would be detrimental to the Russian labor masses in the province and cause irreparable harm to Russian affairs. It was also resolved to request that the application of the prohibition be withdrawn owing to Chinese usurpation of trade and industries in the province.

Mikado to visit the Pope.
Washington, February 16th.—Three months hence an event of wide interest to Christians of all places in "Roma," the "City," "The Mikado," of Japan, will pay a visit to the Pope. The news was first given by an official source in the Vatican, and is being received with great interest by the Japanese people. The Mikado will be received with becoming ceremony.

To Sail

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK & SUEZ CANAL.
(With liberty to call at the Malabar Coast.)

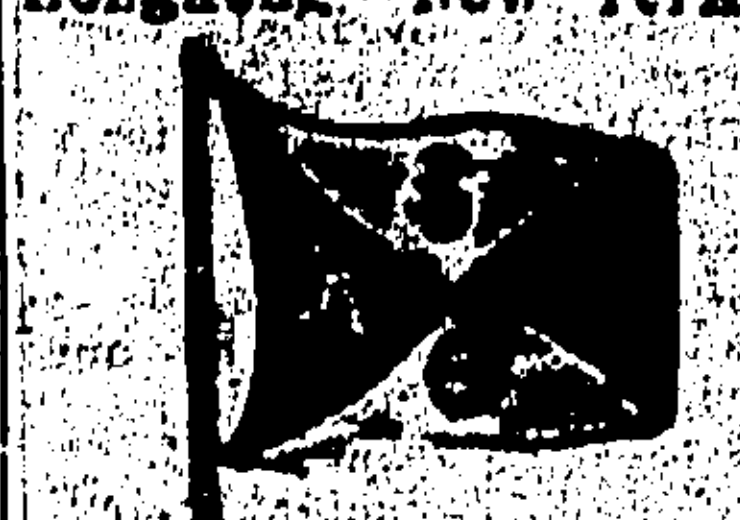
THE Steamship

"WELSH PRINCE"
Capt. McKee, will be dispatched as above on Saturday the 12th April.
For freight and passage apply to
ARNOLD KARBORG & CO.
General Agents,
P.O. Box 118, Hongkong, 11th March, 1913.

monials. He will be entertained at one of the most elaborate banquets ever given by a Pope to a king or emperor. It is probable that the American Cardinal Monseigneur O'Connell, of Boston, will be called to Rome to assist in receiving the ruler of Japan. Dr. O'Connell was the Pope's legate to the Emperor's father when the status of Japanese Catholics was being discussed several years ago. He is enjoying the personal friendship of the new ruler, and his presence will therefore be a definite compliment to the visiting Mikado.

To Sail

Hongkong & New York



AMERICAN ASIATIC S. S. CO.
FOR BOSTON & NEW YORK via
PORTS & SUEZ CANAL.
(With liberty to call at the Malabar Coast.)
British S.S. "INVERCLYDE"
on 24th and 25th April, 1913.
For freight and further information, apply to
SHEWAN TOMES & CO.
General Agents,
Hongkong, Feb. 20th, 1913.

Regular Steamship Service

For BOSTON & NEW YORK
S.S. "SHIMODA" ... 24th Mar.
For FURTHER INFORMATION, apply to
DODWELL & CO., LTD.
Agents,
Hongkong, Feb. 20th, 1913.

MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For.	Vessel.
Foochow,	Haitan.
Seattle,	Awa Maru.
Batavia,	Tjimahi.
Marseilles,	Nera.
San Francisco,	Mongolia.
Macao,	Sut Tai.
Shanghai,	Tjiliwong.
Philippines,	Taming.

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From.	Vessels.
Weihsaiwei,	Chipshing.

AMERICAN MAIL.

The P. M. s.s. Persia left San Francisco on the 8th inst.

The P. M. s.s. Mongolia with the American mail left San Francisco for this port, via Honolulu the usual Japan Ports and Manila on the 15th ult.

The T. K. K. s.s. Tonyo Maru left San Francisco for Hongkong via usual ports on the 1st instant and is due here on the 23rd inst.

Owing to permanent repairs being made on the P. M. s.s. Nile, she will not leave this port until March 31st, but will omit home-ward bound ports of Manila and Honolulu, thus arriving in San Francisco April 19th or 2 days before the s.s. Mongolia, due to leave here on the 25th inst.

ENGLISH MAIL.

The P. & O. s.s. Assaye left Singapore, for this port on the 22nd inst., at 9 a.m., with the outward English mails, and is due here on the 27th inst., at 6 a.m.

GERMAN MAIL.

The I. G. M. s.s. Lutzow, carrying the German mails, with dates from Berlin of the 5th inst., left Colombo on the 22nd inst., and may be expected here on the 2nd prox.

CANADIAN MAIL.

The C. P. R. s.s. Montague left Yokohama on the 16th inst., at noon, due to arrive at Vancouver, B.C., on the 30th inst.

AUSTRALIAN MAIL.

The E. & A. s.s. Eastern left Sydney for this port via Queensland Ports Port Darwin, Timor and Manila on the 14th inst., and may be expected here on the 6th prox.

MERCHANT STEAMERS.

The s.s. Glenloch, passed the Suez Canal on 18th ult., for Hongkong via Straits.

The I. O. S. N. s.s. Laisang from Calcutta is due at Hongkong on the 28th inst.

The P. & O. s.s. Peshawar is expected to arrive at Colombo on the 28th inst.

The Bank Line s.s. Ontario arrives at Moji on the 21st inst., and is due to arrive here on the 18th inst.

The s.s. Glenhurst passed the Suez Canal on the 18th inst., for Hongkong via Straits.

The T. O. S. N. s.s. Chipshing from Weihsaiwei is due at Hongkong on the 25th inst.

The S. L. s.s. English from London is due at Hongkong on the 5th prox.

The P. & O. s.s. Nile is expected to arrive at Penang on the 14th inst., at 9 a.m.

The T. K. K. s.s. Kiyo Maru arrived at Maseo on the 18th inst., and leaves again for Salina Cruz on the 20th inst.

The Mogul Line s.s. Lothian sailed from the United Kingdom, on the 28th ult., for the Far East via Straits.

VESSELS IN PORT.

Steamers.
Awa Maru, Jap. s.s., 3,912, Shimizu, 16th Mar.—Shanghai, 13th Mar, Gen.—N. Y. K.
Daron Napier, Jap. s.s., 3,159, B. O. Goucy, 17th Mar.—Perry, Wales 31st Jan., and Colombo 3rd Mar, Coal—Admiralty.
Bilbister, Br. s.s., 2,763, Cantell, 21st Mar.—Seattle via Moji 13th Mar, Flour—B. L.
Budge, Nor. s.s., 650, Folkmar, 20th Mar.—Bangkok, Gen.—Order.
Cyclops, Br. s.s., 5,762, D. Arthur, 18th Mar.—Vancouver and Yokohama 8th Mar, Gen.—B. & S.
Ellerie, Br. s.s., 2,304, Thompson, 20th Mar.—Cardiff via Suez and Colombo 3rd Mar, Coal—Admiralty.
Empress of India, Br. s.s., 5,940, A. J. Farley, 14th Mar.—Vancouver, B.C. 2nd Feb, Gen.—C. P. R. Co.
Jangsang, Br. s.s., 1,356, Wilde, 22nd Mar.—Canton 21st Mar, Gen.—J. M. & Co.
Helene, Ger. s.s., 77, Jensen, 21st Mar.—Touane 19th Mar, Gen.—J. & Co.
Ichang, Br. s.s., 1,228, Jones, 19th Mar.—Canton 18th Mar, Ballast—B. & S.
Keongwai, Ger. s.s., 1,115, Joh. Kohler, 12th Mar.—Bangkok 4th Mar, Rice—B. & S.
Kjeld, Nor. s.s., 910, Hellero, 20th Mar.—Saigon 16th Mar, Gen.—Order.
Kwangshai, Chi. s.s., 1,536, Chas. Stewart, 21st Mar.—Canton 20th Mar, Gen.—O. M. S. N. Co.
Kwellin, Br. s.s., 1,050, Mills, 6th Mar.—Canton 5th Mar, Gen.—B. & S.
Lyeemoon, Ger. s.s., 1,236, Sarh, 10th Mar.—Saigon 6th Mar, Gen.—H. A. L.
Mexican Prince, Br. s.s., 1,953, 17th Mar.—Singapore 10th Mar, Bulk oil—A. P. & Co.
Mongolia, Am. s.s., 3,750, E. Rice, 19th Mar.—San Francisco 15th Feb, Gen.—P. M. Co.
Nile, Br. s.s., 3,156, Laplace, 15th Mar.—San Francisco 8th Mar, Gen.—P. M. Co.
Phu Yen, Fr. s.s., 1,246, Lagarde, 17th Mar.—Saigon 14th Mar, Rice—B. & S.
Phranang, Br. s.s., 1,023, Major, 21st Mar.—Saigon 17th Mar, Rice—Chinese.
Pheumpanh, Br. s.s., 1,065, Jas. B. Scott, 19th Mar.—Saigon 15th Mar, Gen.—Wo Fat Sing.
Pongtong, Br. s.s., 998, Botafu, 17th Mar.—Bangkok 8th Mar, Rice—B. & S.
Tjilikin, Dutch s.s., N. La Rooy, 2nd Mar.—Balk, Papan 13th Mar, Gen.—J. C. J. L.
Tjimahi, Dutch s.s., 3,615, Schermbert, 20th Mar.—Muntok 2th Mar, Gen.—J. C. J. L.
Tikiang, Fr. s.s., 606, Henry 20th Mar.—Haiphong 18th Mar, Gen.—M. M.
Standard, Nor. s.s., 1,461, Bull, 18th Mar.—Bangkok 10th Mar, Rice—Lang Kee.
Wiegand, Ger. s.s., 29, Ahrens, 19th Mar.—Canton 15th Mar, Gen.—M. & Co.
Wingsang, Br. s.s., 1,517, Leeshman, 21st Mar.—Chin-kiang 16th Mar, Gen.—J. M. & Co.
Yangtze, Br. s.s., 4,149, Rodway, 18th Mar.—Shanghai 15th Mar, Gen.—B. & S.
If you have any information of the arrival or departure of any of the above vessels, please send it to the ALEXANDER & CO. at 100, Queen's Road, Hongkong.

St. Malacca. Two Huntington
ls ran 22 2-3 days, lost time 5

roof will be taken in hand
to be ready for the fu
ditional tapping force
y, when required.

Exchange

1	As	Pr	sale plan	2,500	86	2,508
2	As	Pr	sale plan	2,500	86	2,508
3	As	Pr	sale plan	2,500	86	2,508
4	As	Pr	sale plan	2,500	86	2,508
5	As	Pr	sale plan	2,500	86	2,508
6	As	Pr	sale plan	2,500	86	2,508
7	As	Pr	sale plan	2,500	86	2,508
8	As	Pr	sale plan	2,500	86	2,508
9	As	Pr	sale plan	2,500	86	2,508
10	As	Pr	sale plan	2,500	86	2,508
11	As	Pr	sale plan	2,500	86	2,508
12	As	Pr	sale plan	2,500	86	2,508
13	As	Pr	sale plan	2,500	86	2,508
14	As	Pr	sale plan	2,500	86	2,508
15	As	Pr	sale plan	2,500	86	2,508
16	As	Pr	sale plan	2,500	86	2,508
17	As	Pr	sale plan	2,500	86	2,508
18	As	Pr	sale plan	2,500	86	2,508
19	As	Pr	sale plan	2,500	86	2,508
20	As	Pr	sale plan	2,500	86	2,508
21	As	Pr	sale plan	2,500	86	2,508
22	As	Pr	sale plan	2,500	86	2,508
23	As	Pr	sale plan	2,500	86	2,508
24	As	Pr	sale plan	2,500	86	2,508
25	As	Pr	sale plan	2,500	86	2,508
26	As	Pr	sale plan	2,500	86	2,508
27	As	Pr	sale plan	2,500	86	2,508
28	As	Pr	sale plan	2,500	86	2,508
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30	As	Pr	sale plan	2,500	86	2,508
31	As	Pr	sale plan	2,500	86	2,508
32	As	Pr	sale plan	2,500	86	2,508
33	As	Pr	sale plan	2,500	86	2,508
34	As	Pr	sale plan	2,500	86	2,508
35	As	Pr	sale plan	2,500	86	2,508
36	As	Pr	sale plan	2,500	86	2,508
37	As	Pr	sale plan	2,500	86	2,508
38	As	Pr	sale plan	2,500	86	2,508
39	As	Pr	sale plan	2,500	86	2,508
40	As	Pr	sale plan	2,500	86	2,508
41	As	Pr	sale plan	2,500	86	2,508
42	As	Pr	sale plan	2,500	86	2,508
43	As	Pr	sale plan	2,500	86	2,508
44	As	Pr	sale plan	2,500	86	2,508
45	As	Pr	sale plan	2,500	86	2,508
46	As	Pr	sale plan	2,500	86	2,508
47	As	Pr	sale plan	2,500	86	2,508
48	As	Pr	sale plan	2,500	86	2,508
49	As	Pr	sale plan	2,500	86	2,508
50	As	Pr	sale plan	2,500	86	2,508
51	As	Pr	sale plan	2,500	86	2,508
52	As	Pr	sale plan	2,500	86	2,508
53	As	Pr	sale plan	2,500	86	2,508
54	As	Pr	sale plan	2,500	86	2,508
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56	As	Pr	sale plan	2,500	86	2,508
57	As	Pr	sale plan	2,500	86	2,508
58	As	Pr	sale plan	2,500	86	2,508
59	As	Pr	sale plan	2,500	86	2,508
60	As	Pr	sale plan	2,500	86	2,508
61	As	Pr	sale plan	2,500	86	2,508
62						

ing Corporation on and after
 UK DAY, the 20th March, 1913.
 The shareholders are requested to apply
 to the office of the Company for warrants
 to the effect of the Board of Directors.
 C. PEMBERTON
 Secretary.
 Hongkong 26th, Mar., 1913. (261

NOTICE.

M. POWELL, Ltd., having secured the services of a quite long and varied experience, beg to announce the establishment of a **TAILORING DEPARTMENT** in their

WILLS, ATTORNEY, &c.
Undertaken and Executed.
SHEWAN, TOMES & Co.
General Manager.
Hongkong, 19th March, 1908. [32
EEN ISLAND CEMENT
COMPANY, LIMITED
PORTLAND CEMENT
In Casks of 375 lbs. net.

Authorized Capital£1,500,000.
 Subscribed " 1,125,000
 Paid Up " 562,000
 Reserved Fund 415,000

HEAD OFFICE:
 40, Threadneedle Street,
 London, E.C.

BRANCHES:
 Bombay. Kandy.
 Calcutta. Galle.

Hongkong Rope	\$25	\$190 1/4
Hongkong Ropes	\$10	\$119 1/4
Langkats	8. 10	T.71
Morning Post	\$25	\$22
Peak Tramway	\$10	\$119 1/4
Do. (new)	\$1	\$1 b.

None
80 cents on fully paid
shares and 8 cents on
\$1 paid shares for year
ending 1912.

SHARE REPORT.

Longkong Ropes	\$10	\$10 1/4 b.	Final of 3c for 1912
Langkats	g. 10	T.71	\$1 interim account 1912
Morning Post	\$25	\$32	{ Tit. 444 for 1912
Peak Tramway	\$10	\$11 1/4 b.	None
Do. (new)	\$1	\$1 b.	80 cents. on fully paid shares and 8 cents. on \$1 paid shares for year

WILL HELP TO SAVE LIVES
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your appetites to be late your meals
by. Quickly and Promptly Served
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brews, E. C. R. 2
Brasses, J. B. M. Ward
The English Puritans, John
Brown
The Natural History of Coal,
H. A. N. Allen

Interest allowed on Current Accounts at 2 per cent per annum Daily Balance and on Fixed Deposits at rates which may be obtained on application.

F. C. MAUDONALD,
Manager.

Volkmann, Ltd.	\$10	\$18
Watson	\$10	\$5.60
William Powell		\$9

Corrected to 12:40 p.m. March 22, 1971 by
General Division of De Vries Reed Group, Inc.
The foregoing does not hold itself responsible

ending 11-7-11
80 cents for 1910
40 cts. year ending 30-6-12
WRIGHT and HORNBY
for any of my publications

